

**LANCASTER COUNTY TRANSPORTATION COORDINATING COMMITTEE
(MPO)
MINUTES OF MEETING**

DATE: 28 June 2004

PLACE: Bates Auditorium, Lancaster County Public Library
125 N. Duke St., Lancaster, Pa, 17602

MEMBERS PRESENT:

Commissioner Molly Henderson
Lois Herr
Charles Douts
Nancy Halliwell
Jonathan Price
Scott Ulrich
Allan Granger
Mayor Smithgall
Charlotte Katzenmoyer
George Alspach
Justin Thomas
Spencer Stevens
Tom Kotay
Walt Panko
Dan Walston
Jeff Weaver
Terry Adams
Sandra Thompson
Daniel Zimmerman
David Eberly
Mitch Hanna (Alternate)

Board of County Commissioners
Lancaster County Planning Commission
Lancaster County Planning Commission
Lancaster County Planning Commission
Lancaster County Planning Commission
Lancaster County Planning Commission
Lancaster County Planning Commission
City of Lancaster
City of Lancaster
City of Lancaster
City of Lancaster
Federal Highway Administration
Pennsylvania Department of Transportation, Central Office
Pennsylvania Department of Transportation, Central Office
Pennsylvania Department of Transportation, Central Office
Pennsylvania Department of Transportation, District 8
Pennsylvania Department of Transportation, District 8
Red Rose Transit Authority
Transportation Authority
Airport Authority
Senator Wenger's Office

MEMBERS ABSENT:

Hon. Noah Wenger, Hon. Gibson Armstrong, Janet Kempf, Arlene Schulman, Larry Budney, Julianne Dickson, Barry Hoffman, Lou Schultz, Fred Ward, Virginia Brady

GUESTS:

Bob Thompson
Travis Martin
Eulois Clackley
Mark Wagner
Larry Joyce
Lisa Riggs
Matt Allgyer

Senator Armstrong's Office
Lancaster Chamber of Commerce
Federal Highway Administration
Mount Joy Township
Sierra Club of Lancaster
James Street Improvement District
Rep. Scott Boyd's Office

STAFF:

Ronald Bailey
Christopher Neumann
Dave Royer
Carol Palmoski
Lauri Ahlskog
Christie Stephens

Executive Director, LCPC
Director of Transportation Planning
Senior Transportation Planner
Senior Transportation Planner
Transportation Planner
Administrative Secretary

ORDER OF BUSINESS:

1. Call to Order: Chairperson Henderson called the meeting to order at 12:30pm.
2. Approval of Minutes of 26 April 2004: George Alspach made a motion to approve the minutes as written. The motion was seconded by Justin Thomas. The motion passed unanimously.
3. 2004 County Municipal Transportation Grant Award Recommendations: Charles Douts said 25 grant applications were received totaling a little over \$2.2 million dollars. A subcommittee was formed to rank the applications. All applications were categorized as Safety, Congestion, or Non-Motorized projects. Mr. Douts asked the committee to review Table 4 in their information packets. Table 4 shows the subcommittee's recommendations to TTAC. Based on a recommendation by TTAC at its 16 June meeting, a revised Table 4 was included to show a change that occurred involving the City of Lancaster. TTAC recommends a substitution of a grant award for intersection improvements at Mulberry and Harrisburg Avenue to replace the subcommittee's recommended award for Walnut and Plum Streets. Intersection improvements are needed at Mulberry and Harrisburg Avenue in order to accommodate traffic with the approval of the proposed baseball stadium. This intersection has a slightly higher recommended grant award of \$87,500. This will bring the total recommended grant amount for all applications to \$1.505 million.

Lois Herr made a motion to approve. The motion was seconded by Daniel Zimmerman. Jeff Weaver asked if the PennDOT maintenance funds for the Strasburg Pike/Millport Raode Intersection Improvement project have been cleared by PennDOT. Mr. Neumann said to the best of his recollection, several discussions have taken place about this project and PennDOT is aware of it. Ronald Bailey said this is a very dangerous intersection with a high bank on the side of the Strasburg Pike. This project will cut back the bank and improve sight distance in the intersection. This intersection improvement will also increase the safety of the intersection with the impending closure of the nearby bridge. With no further discussion, the motion passed unanimously.

4. FFY 2003-2006 TIP Amendment for Norfolk Southern Dillerville Yard: Mr. Bailey said there are currently a number of initiatives underway in the area of Manheim Township and the City of Lancaster that include the Dillerville Yard, F & M College, and the recently approved baseball stadium. One initiative involves area on both sides of the Amtrak line that involves Manheim Township, City of Lancaster, and the County of Lancaster to do a specific plan under the new authority in the MPC to provide for the redevelopment of the area in conjunction with the reconstruction of the Amtrak Station. Part of that redevelopment includes the replacement of the Fruitville Pike Bridge with a four lane entrance into the City. It also includes the addition of a multi-purpose stadium. The James Street Improvement District, in conjunction with the City of Lancaster, is submitting an application to the state for a Keystone Innovation Zone which would provide for significant redevelopment for entrepreneurial activities related to health sciences and bio-tech. This area would include F & M College on one side and Lancaster General Hospital on the other.

Along with this, F & M College is looking to expand its campus. They are interested in building a new Life Sciences Center on the site of the present tennis courts. The tennis courts would then be relocated to the site of what is now Kimmel's Scrap Yard. The College is looking for an expansion of the area adjacent to its present Field House and commercial complex on Harrisburg Pike. Being aware of this expansion and the expansion for the new multi-purpose stadium activities, the Planning

Commission was approached by Norfolk Southern to expand its rail yard. The Dillerville Yard was previously owned by the Pennsylvania Railroad. The second rail yard in Lancaster County belonged to the Reading Railroad. Both of these properties came under the ownership of Conrail. Conrail made virtually no infrastructure investments in Lancaster County for improvements during its entire ownership. This basically left Norfolk Southern with an undersized yard. Presently, this yard is at capacity and cannot bring all the cars destined for customers in Lancaster County, into the County. They are having to send as many as 200 cars a day and store them at the Enola Yard near Harrisburg. This freight is then loaded into trucks, and trucked into the County. So, staff had discussions with Norfolk Southern about possible expansion occurring in the south eastern section of the yard. This caused some concern with staff, because in the long term, there are discussion about possibly connecting College Avenue and Liberty Street. An expansion in this area would not be complimentary to or compatible with the multi-purpose stadium, the expansion of F & M College, and the possible future connection of these two streets.

With this in mind, discussion occurred with Norfolk Southern about possible expansion on the north side with what is called the Cork Line. As the Amtrak station is remodeled, there will be a dedicated freight line running through the station. This will make it so freight trains do not have to run on passenger track. This will also allow Norfolk Southern a long area in which to service this yard. There are plans to add additional tracks and switches. This will allow them 80% capacity in which to accommodate the car volumes they are currently handling.

In order to accomplish this, we are asking the MPO to approve the amendment to the Long Range Transportation Plan to include rail improvements and also an amendment to the existing FFY 2003-2006 Transportation Improvement Program. Daniel Zimmerman said approximately two years ago, Norfolk Southern spoke to the MPO about concerns they had with the improvements at the Amtrak Station. He asked if the dedicated freight rail line would address these issues. Mr. Bailey said the dedicated line will resolve those issues. Mr. Bailey said we are also in the process of discussing weight limits with Amtrak that they allow on their lines. Currently, Amtrak has a limitation on the weight of freight cars, which is also an operational problem for Norfolk Southern.

Mr. Bailey said we will be applying for a loan from the Pennsylvania Infrastructure Bank. He said this is basically a bridge for funding since both County and City of Lancaster are currently in mid-fiscal year. By going for this loan, we are able to accommodate the local match needed. CMAQ funds will be obtained by converting bridge funds from the Newville Road Bridge project. This bridge has been moved to the FFY 2005 TIP.

Mr. Zimmerman made a motion to modify the CMAQ allocation to allow for the expansion of the Dillerville Yard. The motion was seconded by Charles Douts. Walt Panko wanted to further clarify the motion by saying it should be contingent upon approval of the infrastructure loan. Mr. Zimmerman added that condition to his motion. The motion passed unanimously.

5. FFY 2003-2006 TIP Amendment for Transportation Enhancement Funds for Low-Grade Line Trail: In Mike Domin's absence, Mr. Neumann presented this item to the MPO. On the current TIP, there is a line item for Transportation Enhancement Funds in the amount of \$328,000. Originally, these funds were programmed for this same project when the project sponsor was the Friends of the At-Glenn Susquehanna Trail. Conrail was split into two railroads, CSX and Norfolk Southern. A few years ago, Norfolk Southern expressed interest in making this line an operational

freight line. With this expressed interest, the funds were deprogrammed and placed into a line item. Norfolk Southern later determined it would be too costly to use this as a freight line and abandoned the idea. They began negotiations with the municipalities to eventually turn the line over to them. Most recently, the County Commissioners have taken action to secure the line as county property. At their meetings on 22 and 23 June, the County Commissioners committed to fund all pre-construction activities with non-federal transportation enhancement funds. Because of this, we are able to use 100% of these funds without providing a local match. Mr. Neumann said we are requesting to have the line item funds programmed for this specific project for trail development. These dollars will then carry over to the new TIP and will be available for use when the trail is ready for development.

Larry Joyce said this line was once a very active grade line from the Enola yard through Lancaster County. He urged the committee to protect the line from becoming a biking and walking trail and look into making it an active line once again. Chairperson Henderson said this is one of the major considerations the Board of County Commissioners dealt with. They felt this 23 mile line should be preserved should the reason ever arise to convert this track of line back into an active line.

Walt Panko said there are two actions needed in the motion. One action will amend the current TIP, and one action to amend the draft TIP. Charles Douts made a motion to amend the current TIP and add this to the FFY 2005 TIP. The motion was seconded by Daniel Zimmerman. George Alspach asked when these funds would be spent. Mr. Neumann said the funds will most like be spent in late 2005 early 2006. With no further discussion, the motion passed unanimously.

6. Change in Highway Functional Classification in Elizabethtown Borough: Dave Royer said on the Draft Transportation Improvement Program there is a project in Elizabethtown Borough to extend College Avenue approximately .25 miles from North Market Street to Brown Street. This project is essential to accommodate the expansion of Masterfoods. Once the new road is constructed, West Bainbridge Street will be abandoned. In order for the project to be eligible for federal funding, the new College Avenue needs to be placed on the federal-aid system as a collector roadway. West Bainbridge Street will then be removed from the federal-aid system after the construction of the new section of College Avenue. TTAC has supported and recommended the addition of the new College Avenue extension on the federal-aid system with the future removal of W. Bainbridge Street. Mr. Bailey said this will also result in an improved intersection than currently exists at Bainbridge Street. This will better facilitate truck traffic and create an entrance to Elizabethtown College.

Charles Douts made a motion to approve. The motion was seconded by Justin Thomas. The motion passed unanimously.

7. Public Comments and Responses on Draft 2005-2030 Long Range Transportation Plan (LRTP), Draft FFY 2005-2008 Transportation Improvement Program (TIP), and Draft Air Quality Conformity Analysis (AQCA): Mr. Royer asked the committee to refer to the draft comments and responses provided in the mailing. The first page shows comments were received from 24 people consisting of public officials, municipalities, committee members, and one member of the general public. With the committee's approval, this document will become Appendix F of the 2005-2030 LRTP. Mr. Royer said the highlighted responses will cause some minor change to the LRTP.

Larry Joyce asked if the plan accurately reflects the reduction of Nitrous Oxide gases. Carol Palmoski said the plan does reflect accurate reduction estimates. By the year 2010, all vehicles will be subject to emissions testing and will need to meet regulations.

Chairperson Henderson called for a motion to approve the public comments and draft staff responses. Mayor Smithgall made a motion to approve. The motion was seconded by Daniel Zimmerman. The motion passed unanimously.

8. Adoption of the Air Quality Conformity Analysis (AQCA) and Air Quality Resolution: Carol Palmoski presented the Air Quality Conformity Analysis (AQCA) Report to the committee and informed them that we had passed. Ms. Palmoski informed the committee that the public comments that were received were incorporated into the report and could be found in the Volume II – Technical Report.

Daniel Zimmerman pointed out the Amtrak Renovation Project and the Keystone Corridor Project on page 6 and 7 of Volume I. He said these projects have been on this list for Air Quality analysis since around 1995. Also, he pointed out that projects related to transit are slow to make progress and questioned the practicality of them being used for air quality purposes. Mr. Zimmerman said he recognizes progress is usually slow when the project involves Amtrak but questioned if there was some way to expedite the process. Mr. Adams recognized Mr. Zimmerman's concern, but said there is really nothing that will alleviate the problem.

Nancy Halliwell made a motion to adopt the both the Air Quality Conformity Analysis and the Air Quality Resolution. The motion was seconded by Lois Herr. The motion passed unanimously.

9. Adoption of the 2005-2030 Long Range Transportation Plan (LRTP): This item was presented by Travis Martin on behalf of the Long Range Transportation Plan Update Taskforce. This is the 4th update of the plan in the past 10 years. This is a fiscally constrained plan and is part of the County's Comprehensive Plan. The first four years of the plan consist of the 2005-2008 Transportation Improvement Program (TIP). This plan does not include PA 72 Bypass project since it has been halted indefinitely. For fiscal constrain purposes, PA 23 is listed as a two lane facility on a four lane right-of-way. A preferred alternative has not been decided. Appendix B of the plan lists projects eligible for funding should additional funds become available. In future updates of the plan, Walt Panko recommended showing more local funds in the outer years to reflect a more balanced funding approach.

Mayor Smithgall made a motion to adopt the 2005-2030 Long Range Transportation Plan. The motion was seconded by Justin Thomas. The motion passed unanimously.

10. Adoption of the FFY 2005-2008 Transportation Improvement Program (TIP), TIP Administrative Procedures, 2004 Self-Certification Resolution, and Environmental Justice Document: Based on the adoption of the 2005-2030 LRTP, Mr. Neumann asked the committee to take action on adopting the FFY 2005-2008 Transportation Improvement Program (TIP), the TIP Administrative Procedure, the 2004 Self-Certification Resolution, and the Environmental Justice Document. Both Highway and Transit TIPs were included in the mailing. This program was developed through the efforts of the TIP Update Subcommittee (TIPUS). The TIP Administrative Procedures are the same as the ones we are currently using. Basically they state that any action

needed over a million dollars needs to be approved by TTAC and the MPO. Any actions under that amount can be taken by PennDOT as long as TTAC is made aware of it. The 2004 Self-Certification Resolution states that we are continuing to meet federal requirements. Mr. Neumann then presented the Environmental Justice Document. Maps were provided for the committee to show how local demographics relate to projects on the TIP. This year, we provided a job accessibility table showing how many jobs were reachable within 30 minutes from a number of different locations throughout the County.

Justin Thomas made a motion to approve all documents as presented. The motion was seconded by Jonathan Price. The motion passed unanimously.

11. FFY 2003-2006 TIP Modifications: Walt Panko provided the committee with TIP modifications that occurred from April 14 to June 16, 2004. The modifications consisted of 19 highway modification and 3 transit modifications. The modifications are provided to the committee for their information.

12. Transportation Action Plan: Based on discussions between staff and PennDOT, it was determined the action plan needs to be revised. The plan will be reviewed to see if the projects listed are still priority projects of the committee. TTAC would like to see the plan continue and recognized its value as a progress measuring tool. The plan will be revised and be presented to the committee at their 27 September meeting.

On a side note, Mr. Adams recommended having the TTAC meeting minutes provided to the MPO prior to the MPO's meeting. Mr. Neumann recognized the value of this also. However, with mailing deadlines that staff must meet, it is not possible to include the minutes with the MPO's mailing. Through discussion, the committee determined the TTAC minutes should be emailed to them on the last Friday before a MPO meeting.

13. Other Business & Public Participation: Mr. Neumann noted a letter was provided to the committee for their information signed by Chairperson Henderson to East Hempfield Township concerning funding commitments on Centerville Road.

14. Next Scheduled Meeting: **27 September 2004 at 12:30p.m.-Chamber of Commerce**

15. Adjournment: With no further business to come before the committee, the meeting was adjourned at 2:10 p.m.